

ALDRICH TAKES FULL COMMAND

Senate Adjourns at Behest of the Bitter Enemy of the Rate Bill.

SIGNS OF A SURRENDER

ALLISON AT WORK UPON AN AMENDMENT.

Washington, May 4.—In accordance with the agreement of last Monday the senate today entered upon the consideration of amendments to the rate bill under the 15-minute rule, but made little progress. The greater part of the day was devoted to Mr. Lodge's provision bringing pipe lines within the terms of the bill and it was ultimately agreed to after so amending it as to make it exclude gas and water lines from its operation, thus practically confining it to oil lines. There were two roll calls, but neither was of importance, as on one accepting the amendment there was no division whatever, while the action taken on the other, on the question of confining the provision to oil lines, was practically nullified by the subsequent elimination of gas and water from the amendment. The provision was so amended as to make it applicable to the oil pipe line in the Panama canal zone.

A proposition by Mr. Foraker, to exclude refrigerator cars from the requirements of the bill, and another by Mr. McCumber, making the requirements concerning those cars more stringent than in the original bill, were impartially voted down.

During the day there were many short speeches on the amendments, and also more or less discussion of points of order. Upon the whole the day's proceedings were quite uneventful, being rendered so by the general knowledge of the fact that the Republican senators were on the eve of an agreement that would determine the character of the bill. There was an evident general disposition to await that agreement and an adjournment over tomorrow was taken for the purpose of permitting it to be perfected.

DEBATE ON AMENDMENTS.

Senate Finally Adjourned Upon Request of Mr. Aldrich.

Washington, May 4.—The senate began its session today by listening to the reading of the president's message on the transportation of oil.

On motion of Mr. Foraker the message was ordered to lie on the table. In making the motion Mr. Foraker said: "It covers nearly all the questions under consideration in connection with the pending bills."

Mr. Aldrich explained the treasury bill, saying its purpose was to permit the holding of gold bars in the treasury redemption fund in the place of gold coin. This was made necessary by the increased demand for coin and the crippled condition of the mint system owing to the fact that the San Francisco mint can not now be used and the Philadelphia mint is engaged in coining for Mexico. A letter from the secretary of the treasury showing the necessity of the exchange was read. He said there had been recently an unprecedented influx of gold in bars, making an exceptional drain upon the gold balance.

Bailey the First Speaker.

The railroad rate bill was then taken up under the unanimous agreement for

considering amendments under the rule regulating speeches to fifteen minutes' duration.

Mr. Bailey was the first senator to address the senate under the new order. He announced his abandonment of his amendment, including express companies as among the corporations to be regulated by the bill, saying that he did so because of his greater interest in other amendments. He also criticized the arrangements of the bill under which cars and other railroad vehicles are defined, but did not offer an amendment remedying the defect.

Mr. Lodge then formally offered his amendment defining pipe lines as common carriers and making the provisions of the bill applicable to them. As presented the provision was made applicable to pipe lines used in "the transportation of oil or any other commodity except natural gas or water used for municipal purposes."

Running Debate.

Mr. Foraker urged that pipe lines for private use should be exempted and a debate of considerable length ensued. Messrs. Foraker, McCumber, Fulton, Tillman, Culberson, Frye, Lodge and others participated.

Mr. Tillman urged that all interstate pipe lines should be regarded as common carriers and be compelled to accept the provisions of the bill. Mr. Foraker's amendment was rejected by a vote of 15 to 14.

Mr. Lodge said he was willing to omit from his amendment natural gas and water lines for municipal purposes, but he had not heretofore heard of the much-oppressed private operator. He could see no reason for exempting the oil pipe lines; to do so would be an unfair discrimination against railroads. An amendment by Mr. Morgan to the Lodge amendment making it applicable to "any place within the jurisdiction of governmental authority of the United States" was agreed to. This was to include a proposed pipe line across the isthmus of Panama.

Carter's Amendment Lost.

Mr. Carter proposed an amendment to limit the pipe line provision to oil alone, but it was lost, 2 to 33.

After further debate the amendment was modified so as to exempt water, gas, either artificial or natural, and as amended was agreed to, 75 ayes to 10 nays.

Mr. Foraker suggested the omission of refrigerator cars from the definition of the term "transportation," saying fruit growers were opposed to the provision. The amendment was lost without division.

An amendment was next offered by Mr. McCumber making more definite the inclusion of refrigerator cars and prohibiting exorbitant charges for their use. He said the purpose of his provision was to render it impossible for the trusts to control the railroads.

The amendment was voted down without a roll call.

Mr. Kittredge sought by an amendment to have the owners of private lines of all kinds of cars included in the bill and made liable under its provisions.

Aldrich Took Command.

Before a vote could be reached on Mr. Kittredge's amendment Mr. Aldrich interrupted the proceedings by moving that when the senate adjourn today it be to meet on Monday next, and after some discussion the motion was carried. Mr. Aldrich gave as the reason for desiring the recess the fact that Mr. Allison, who is the proposer of the compromise amendment, is confined to his home by an indisposition.

Without further action on the rate bill the senate at 4:20 p. m. went into executive session and at 5:10 p. m. adjourned.

"LION AND THE MOUSE"

Theatrical Excursion.

Low rates Payson and north. Special train returning leaves Salt Lake 11:30 p. m. For further information see agents "Salt Lake Route."

STANDARD OIL'S SIDE OF THE CASE

Continued from page 1.

Advantages following it were obtained by means of unfair competitive methods, but beyond this mere assertion does not go into a history or explanation of these alleged unfair methods at all. He says the "development of the pipe line system by the Standard Oil company is a case of special agreement with the railroad companies." What he can mean is past our comprehension. As a matter of fact the development of the pipe line system by the Standard Oil company was in the face of the most violent hostilities on the part of the railroads which naturally were opposed to the introduction of such means of transportation. At enormous cost, and in the face of pipe line railway wars, at an early date the Standard Oil company adopted the pipe line methods for handling crude petroleum. The first line was extended from the western Pennsylvania oil fields to Bergen Point on the Atlantic coast. This line diverted an enormous amount of freight from the railway companies, which fact they did not view with complacency.

Alleged Favoritism.

"Passing from this point, Commissioner Garfield takes up the question of favoritism which he alleges has been shown by various railroad corporations to the Standard Oil company. The first specific case of alleged discrimination to which he directs attention is in the New England territory. It is charged that the Standard Oil company has secured a monopoly in certain parts of that section because some of the railroads there refuse to pro rate. The man who was defeated by the Standard Oil company must be pretty dense. First, if the New England roads ought to pro rate, but refuse to do so, it must occur to some one somewhere that perhaps the New England roads ought not to be allowed to do so. Second, if the Standard Oil company are blameable, a very casual inquiry would show that the New England roads are simply doing what they are forced to do by natural conditions and that Mr. Garfield's attacks, to be effective, should be directed at Long Island sound as a means of freight communication. Obviously we have an advantage by the use of our own pipe lines over the western oil fields to the coast and to the use of water transportation to New England over any one who uses all rail transportation from western points. But this advantage is one which it is not possible to correct by any rate legislation unless it is proposed to bankrupt the railroads in order to meet water competition. Yet we are not alone in this method of transportation. Some of our competitors do the same thing and deliver oil at the points in New England that we do by the same process.

Standard Oil Not to Blame.

"Mr. Garfield claims that the refusal to pro rate on the part of the New England railroads has given the Standard Oil company practical control of New England territory and enabled it to maintain its monopoly. He is wrong. While it is admitted that the New England road has recently begun to pro rate, this change in any way has not changed in any way the price of kerosene being affected. The New England roads believe they can make more money by a refusal to pro rate, and if doing so they are violating the properties, clearly they, and not the Standard Oil company, should be made the object of attack.

"The commissioner is peculiarly unfortunate in the subject of 'rebates.' The public may well take his word that he made an exhaustive examination, and yet he is hardly fair in his conclusions. He says that the investigation of the Standard Oil company has as yet discovered no rebates in the technical sense of interstate business. These exceptions on business rates are wholly within the state of California, over which, of course, neither Mr. Garfield's bureau nor the interstate commerce commission have any jurisdiction. But in those cases the alleged rebates have been fully explained to the public and involved no turpitude whatever. It was a new business on the Pacific coast, and before it had been systematically there were overcharges, not to the Standard Oil company alone, but to every one engaged in the enterprise which overcharges were subsequently adjusted.

An Unfair Statement.

"He says the Standard Oil company has habitually received from the railroads and other carriers 'secret' rebates and other unjust and illegal discriminations. It is hardly fair to say that the Standard Oil company has received such rebates, for of course there may be other secret rebates which the bureau has not discovered.

"In dealing with the discriminations which are alleged to be violations of the interstate commerce law, the commissioner is correct in that Mr. Garfield's plain answer is that if Mr. Garfield's statement is correct it was the duty of the interstate commerce commission to have taken action and brought suit against the Standard Oil company, but the railroad companies involved, to book, and this they have never done. Violations of the law in this respect do not fall within the jurisdiction of the bureau of corporations and any statement on the part of Mr. Garfield respecting this subject is gratuitous and valueless.

No Control Over State Rates.

"Again, he has no control whatever over state rates, which by the law are put under the jurisdiction of the state authorities, and over which the interstate commerce commission have no control. But, all of this aside, there has been no secret rate or unlawful discriminations in the interest of the Standard Oil company. Take the case of the White Pine road, from East St. Louis, upon which he lays so much stress. While discussing it at great length as an important 'find' of his, he explains it all by the statement that Whiting was a suburb of Chicago, within the switching district of that city, and that all freight rates from Whiting had for many years been the same as those from Chicago.

"This practice had obtained for twenty years and had applied to all kinds of merchandise, and to say that a rate had been used thus freely and openly for that period by every one was a 'secret' rate is manifestly unfair. Moreover, our oil refinery is the only one at Whiting or within 100 miles of it, so that the so-called discrimination clearly could not have worked any harm to any competitor shipping oil from Whiting or its vicinity.

Advantage of Standard Company.

"Mr. Garfield's claim that by the use of low interstate rates the Standard Oil company gained an unfair advantage is equally unfounded. At a great expense we constructed pipe lines from the Pennsylvania and Ohio oil fields and from the Kansas and Indian Territory fields to Whiting. If our competitors did not do the same thing, shall it be said that any one is unfair who does not give them the advantage of this enterprise of ours? It is quite true that, having our oil at Whiting and desiring to transport it to points in the interior of Illinois, we use the state rates. To say that a man in Ohio who has never expended a dollar in line over an all-rail line at the same rate that we enjoyed by reason of our pipe lines must appear absurd to any one. Are we to have no advantage because we constructed these pipe lines? The amount invested and the interest on that investment to count for nothing. Take two men going to Boston, one in a \$8,000 automobile to go to New London, and the other taking the train. He is to have no advantage on the rates from the man who leaves New York and travels all the way by rail? The case of a shipment from New York to Vermont to which mention is made, is susceptible to like explanation.

Respecting the use of private cars, of which Mr. Garfield makes much, it is only

necessary to make answer in his own words. He says that owing to the relatively slow movement of tank cars in the petroleum oil trade the mileage allowance of rental does not appear to result in an excessive profit to the private tank car owner.

"It is asserted over and over again in the report that the Standard Oil company profits by 'secret' and 'unlawful' freight rates. Yet in the same connection it is admitted in the report that all of these rates were paid by tariffs filed with the interstate commerce commission, precisely as the law provides, and therefore cannot be called 'secret' or 'unlawful'.

"The commissioner's curious phrase at one point in his report that 'all with the interstate commerce commission in compliance with the terms of the law, none but the favored shipper may know of its existence,' is the inspection by the shipper, it is hard to conceive of the commissioner's temerity in making such an utterance.

Held Lawful and Proper.

"The president's message complains of 'the way that the law is evaded by treating as state commerce what is in reality merely a part of interstate commerce.' Although the forms of law may be complied with, yet this very method of making a through rate by a combination of the interstate and state rates has been held to be, by the interstate commerce commission, lawful and proper.

"The statement that the 'Standard Oil company has been by unfair and unlawful methods' rushed out home competition has always existed, is steadily growing, and that there are now at least 125 competitive refineries in the United States.

"As to the claim that changes in rates have been made since the Standard Oil company work began, all the Standard Oil company has to say is that any such changes have been made without its suggestion or efforts.

"The grief which the president expresses in his report over the inability of the railroads to combine and protect themselves from shippers will probably arouse amusement.

"Man With The Muck Rake."

"The president says respecting this investigation that the facts are not in dispute, only the inferences are disputed. The Standard Oil company furnished the facts, and a man with a muck rake dug out such facts as he could find to support his theory.

"The Standard Oil company has been investigated over and over again at the instigation of its rivals, and it always welcomes such investigation when conducted in good faith and fairly. We are engaged in a large and honorable business. We are conducting it honorably and sincerely believe, in conformity to law."

REPLY OF THE RAILROAD.

New York Central Only Refused to Furnish State Rates.

New York, May 4.—Replying to the statement by Commissioner Garfield that the New York Central refused to disclose its rates within New York state, President Newman of that company said today:

"We refused to furnish our state rate to the bureau of corporations of the department of commerce and labor because the department has jurisdiction only over interstate commerce. We cheerfully gave our rates to the state authorities for their use in their own investigations of interstate commerce books, just as we would give the proper state authorities information if it was called for by the state.

"As to the New York Central being the only company which refused to supply rates to the state, attention should be called to the fact that the New York Central is the only large state railroad in the country.

"I do not think that the Standard Oil company received rebates from any railroad. Naturally, it is always on the lookout for the most favorable rates and by reason of its compact organization is instantly ready to take advantage of any opportunity to secure a lower rate.

"Any other shipper could do the same thing, only the Standard Oil company, by being alert, has been enabled to get the best possible rates by unceasing scrutiny of the tariffs. If it had failed to take advantage of the opportunity to secure a lower rate to itself the Standard Oil company would have been foolish."

INSANITY SAVES THE NECK OF MURDERER

Denver, May 4.—Charles I. Peters, convicted along with two others of murdering Mrs. Amanda Youngblood in this city on the night of Dec. 31, 1903, while attempting robbery, was granted another six months' reprieve by the board of pardons yesterday pending further examination into his mental condition. Peters had twice before been saved from the gallows by action of the pardoning board because it was convincingly shown that he had developed insanity. He was last released after six months' confinement in the penitentiary at Canon City about six months ago. Peters' mother and other relatives reside in Berks, O.

READY FOR THE CAMPAIGN.

Sub-Committee Appointed by the Democratic National Chairman.

French Lick Springs, Ind., May 4.—Chairman Thomas Taggart of the Democratic national committee, has appointed the following sub-committee of the national committee to co-operate with the congressional committee in the approaching campaign: J. M. Guffey, Pennsylvania; R. M. Johnson, Texas; J. Taylor Ellison, Virginia; Urey Woodson, Kentucky; Roger Sullivan, Illinois; Timothy C. Ryan, Wisconsin; John McGraw, West Virginia.

Chairman Taggart of the national committee will also be a member. Headquarters will be opened in Washington.

PARADE WILL NOT OCCUR.

Entertainment of Corporal Tanner Will Be of a Quiet Nature.

Arrangements for the entertainment of Corporal James Tanner, commander-in-chief of the Grand Army of the Republic, will include a gathering of the state encampment all day of May 10, a dinner of the national committee at 5 p. m. and a reception at the Commercial club in the evening, at which Governor Cutler and other prominent citizens will be present. There will be no parade, as was at first proposed. On account of the fact that A. R. Sufferins in San Francisco a quiet celebration will be held. Corporal Tanner will arrive on the evening of May 9th.

THE NERVES

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To Los Angeles and Return.

Via San Francisco and the O. S. L. and S. P. lines, April 26 to May 6, inclusive. Tickets good for return to July 31. See agents. City Ticket Office, 201 Main street.

Eat your lunch in the Palm garden at the Royal.

FOOD COFFEE

Makes Red Blood.

CONDITIONS ARE ALMOST NORMAL

Sub-Committees at San Francisco Finishing Their Work and Disbanding.

WORK OF CLEANING CITY

CHARITY NOT NEEDED IN REBUILDING.

San Francisco, May 4.—With the increasing number of daily dismissals of its sub-committees, the general municipal committee will doubtless soon pass out of existence, and the direction of the affairs of the city will be restored to the regularly constituted officials. Many of the subordinate bodies have reported their labors completed. When the general committee finally adjourns there will remain of the various organizations only those formed immediately following the days of disaster only the committee on reconstruction and the finance committee.

The force of state militia on duty here is being gradually diminished, and those of the regular soldiers who are not engaged in assisting in relief work are doing simple patrol duty.

Tickets Expire Today.

There has been no perceptible diminution in the number of persons applying for free transportation to points outside of the city and state, and despite measures taken to prevent unworthy persons from profiting by the generosity of the railroads, it is believed that this privilege has been abused. A prominent passenger agent of one of the large roads said today that in consequence it is likely that the giving of free transportation to women and children and of half rates to certain classes of men, may be stopped at any time. The tickets thus far issued require that the holders must start for their destination before tomorrow night.

Removing the Debris.

The railroads have perfected their plans for the removal of debris on a large scale. They estimate that there are 2,000,000 cubic yards of waste to remove, and have arranged for an elaborate system of bunks to be connected with the spur tracks. The wagon loads to these bunks will average two blocks, and the trains will carry their loads in an included plane to the traps which will open upon the flat cars beneath.

The San Francisco clearing house today received a report from its executive committee, which was adopted. A portion of the report reads as follows:

Charity Not Needed.

"The committee feels that the business interests, such as the city, do not need to aid them in rebuilding the city. With \$100,000,000 or more to be received from the insurance companies, the banks in a strong, solvent condition, the financial promises in the state, and general underlying business sound, any further financial help should be looked for on strictly business principles. In other words, since the insurance indemnity will largely replace the destroyed buildings, as well as stocks of merchandise, and our banks be able to meet general requirements, individuals, and institutions who may come to find it necessary or expedient to apply to outside sources for loans, should do so on an equal basis with the rest of the community. We cannot rebuild in a day. The rebuilding must be done on a basis of business. We cannot assume that the reconstruction of the city is a premature to assume that our resources will prove inadequate, and especially that the decision should be made a production of untried methods of finance which may be found to be illegal or otherwise impracticable."

RUMOR OF A REVOLUTION

Some Excitement at Key West Over a Story That President Palma Had Fled.

Jacksonville, Fla., May 4.—A special to the Times-Union from Key West says there were alarming reports at Key West that a revolution has broken out in the eastern end of Cuba under the leadership of Modesto Leal, an agitator of the cigar strike in Key West last November, but the rumors lacked verification. The special says the Cuban consul wired Havana for the truth concerning the reports, which were also to the effect that Leal had organized a strike of 8,000 men in Santiago and that reports had even reached Key West asserting that President Palma had sought safety at Morro castle. There was nothing to corroborate any of these reports.

The interception of the cruiser Columbia by wireless telegraph caused excitement at Key West, but the interception was made to deliver order for the cruiser to proceed to Hampton Roads. Investigation failed to trace the source of the rumors.

Havana, May 4.—Modesto Leal was, during the American intervention, a sergeant of the rural guards. He disappeared after killing a comrade, but recently he returned to his home at Manzanillo. When his presence was discovered he took to the woods and endeavored to secure a following, but, according to the report, he was killed by the commander of the rural guards in eastern Cuba, he was wholly unsuccessful.

BRITISH MAGISTRATE KILLED IN ZULULAND

Pietermaritzburg, Natal, May 4.—An outrage which may have serious consequences has occurred in Zululand. Mr. Mahlabini, magistrate at Mankwazi, Zululand, has been killed by Zulus, while collecting taxes near that place. Mr. Mahlabini, his wife, a woman companion, and some mounted police were caught in an ambush by hostile natives, who fired a volley at them. The magistrate, formerly of the police force, was fatally wounded. Mr. Stainbank and the two women managed to reach Mahlabini, where the magistrate lies, and a doctor was sent to the westward of the forest where Mahlabini, the insurgent chief, formerly the regent of the Greytown district, Natal, who has been armed against the local authorities for a long time, is hiding, and he has asserted here that there seems to be no doubt that the rebel chief has succeeded in inducing another tribe of Zulus to join in the revolt.

OGDEN AND RETURN \$1.00

Via D. & R. G., May 6th.

Train leaves Salt Lake 10:25 a. m., and makes close connection with stage for the Hermitage in beautiful canyon. Magnificent trip through the canyon. Go to Elroy Wilson's at the Hermitage and get a good chicken dinner.

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Via San Francisco and the O. S. L. and S. P. lines, April 26 to May 6, inclusive. Tickets good for return to July 31. See agents. City Ticket Office, 201 Main street.

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Today's the Day

For Shoes worth \$3.50, \$4.00, \$5.00 and \$6.00. They are "Money Back Shoes." "A little thing to say, a big thing to find in your shoes. See window."

THE PRICE. Davis MONEY-BACK SHOES

"The Paris."

Saturday's Specials

Today We'll Cross the Tape In Low Price Giving.

Did you attend the great sale on ready-to-wear hats yesterday? If not, be sure and do so today.

READY-TO-WEAR HATS for the Ladies, ready-to-wear Hats for the Girls and ready-to-wear Hats for the children in such an array as it would be impossible to describe. Remember all day today that big line, the manufacturer's sample line, in all colors and combinations of colors, a regular \$3.00 ready to put on and wear out Hat for, only 98¢

Stunning Eton Suits

\$15.00 ETON SUIT, \$0.95 \$18.00 ETON SUIT, \$12.95

These suits are the talk of the town. They come in the all-wool Panama with a pretty pattern and a pretty fancy and plain braid, skirt the circular model, colors gray, Alice blue, rosea green.

Covert Jackets

\$4.50 Covert Jacket \$2.95

\$5.00 Covert Jacket \$4.95

\$10.00 Covert Jacket \$7.95

These Coverts come in the tight or loose-fitting in the \$7.95 numbers; the \$2.95 and \$4.95 in the loose box back, and are very stunning. Ask to see them.

Silk Etons

A beautiful silk Eton Jacket, lined throughout; a regular \$7.50 value, for \$4.95

Waist Specials

One lot of dark colored waists \$50¢

One lot of dark and light colored waists 75¢

A pretty line of white dotted Swiss Waists, in the short sleeves. 98¢

A good grade muslin Chemise, ruffle finished. 40¢

A beautiful Jap Silk Waist, an all over floral front embroidered design, finished with lace and insertion; the ¾ length sleeves; \$2.75

Special List Undermuslin

An extra quality of soft muslin Chemise, round yoke of embroidery and ribbon, finished with ruffle. 50¢

For Saturday a good grade muslin Chemise, ruffle finished. 40¢

For Saturday Muslin Drawers, 9-inch lawn flounce, finished on edge with tuchon lace. 40¢

A beautiful colored Lawn and short skirt in colors, pink, blue, all sizes. For today 50¢

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